IN THE SPECIFICATION:

Please amend page 3, second full paragraph, as follows:

In the sailing device, it is preferable that left and right wing sections of the sail portion each are provided with a ~~camber~~ dihedral angle to enhance directional stability and controllability of the sail portion against the wind. In a practical embodiment of the sailing device according to the present invention, it is preferable that the left and right spars are connected at their one ends to the fore end of the backbone for tilt movement, a slider is mounted on an intermediate portion of the backbone for slide movement in a longitudinal direction of the backbone, left and right rods are pivoted at their one ends to each intermediate portion of the spars and at their other ends to the slider, and a lower rod is pivoted at its one end to an intermediate portion of the strut and at its other end to the slider, wherein the slider is moveable in the longitudinal direction of said backbone to extend the spars obliquely backward from the fore end of the backbone and to fold the spars along the backbone, the slider being engageable with a stopper hook fixed to the fore portion of the backbone when the strut is unfolded downward from the fore end of the backbone and is folded along said backbone. With such arrangement as described above, the sailing device can be easily folded when the wind has fallen or grown stronger.

Please amend page 5, a full paragraph bridged between pages 5-6, as follows:

Hereinafter, a sailing device according to a first embodiment of the present invention will be described with reference to Figs. 1~10. As shown in Fig. 1, the sailing device comprises a sail portion A composed of a backbone 1, a pair of left and right spars 3a, 3b extending obliquely backward from the fore end of backbone 1, and a sail cloth 8 attached at the fore edge thereof to the pair of left and right spars and at the aft end thereof to the aft end of backbone 1, and a strut 4 extending downward from the fore end of backbone 1. The sail portion A has left- and right-hand wing sections applied with a ~~camber~~ dihedral angle. In a condition where the backbone 1 is seen from its aft side toward its fore end, a wing section located at the right side is defined as the right wing section, while a wing section located at the left side is defined as the left wing section. In the sailing device, it is desirable that the backbone 1, spurs 3a, 3b and strut 4 each are in the form of a thin pipe made of light-weight high-strength material such as a high-strength and anti-corrosive aluminum alloy or carbon fiber reinforced plastic.

Please amend page 7, second full paragraph, as follows:

As shown in Fig. 7, sleeves 3c, 3d coupled with the spars 3a, 3b are provided with lugs 3e, 3f fixed thereto respectively. Left and right rods 5b, 5c are hingedly connected at their one ends to the lugs ~~2b, 2c~~ 2a, 2b of slider 2 and at their other ends to the lugs 3e, 3f of spurs 3a, 3b respectively. The lugs 3e and 3f are connected by means of a cable or rope 13c which cooperates with left and right tension ropes 13a, 13b to maintain the ~~camber~~ dihedral angle of left and right spars 3a, 3b. The left and right sleeves 3c, 3d are useful as reinforcement of the spars 3a, 3b at a portion applied with a maximum force. As the lugs 3e, 3f are moved by displacement of the sleeves 3c, 3d, the mounting positions of left and right

rods 5b, 5c can be adjusted in necessity. Although in this embodiment, the left and right sleeves 3c, 3d are obliquely cut at their opposite ends and attached to the spars 3a, 3b by means of an adhesive tape D wound there on, the sleeves 3c, 3d may be fixed to the spars 3a, 3b by means of bolts passed therethrough and fastened by nuts.

Please amend page 8, second full paragraph, as follows:

As shown in Figs. 1 and 10, the sail cloth 8 is provided at its central aft portion with ear tabs 8e, 8f which are connected to the backbone 1 by means of a rope in accordance with magnitude of wind to enhance longitudinal stability of the sailing device and to adjust a propulsive force. In stead of the ear tabs 8e, 8f, the sail cloth 8 may be directly connected to the backbone 1 by means of a rope. As is understood from the above description, the left and right spars 3a, 3b of the sail portion A are provided with a ~~camber~~ dihedral angle so that the left and right wing sections of the sail portion A are applied with a ~~camber~~ dihedral angle.

Please amend page 9, first full paragraph, as follows:

As shown in Fig. [[7]] 1, a sleeve 4b coupled with an intermediate portion of strut 4 is provided with a lug 4a which is hingedly connected to one end of the lower rod 5a hinged at its other end to the lug 2a of slider 2 described above. The sleeve 4b is useful as reinforcement of the strut 4 at a portion applied with a maximum force. As the lug 4a is moved by displacement of the sleeve 4b, the hinged portion of lower rod 5a can be adjusted in necessity for slight adjustment of a folding position. Although in this embodiment, the sleeve 4b is obliquely cut at their opposite ends as well as the left and right sleeves 3c, 3d and attached to the strut 4 by means of an adhesive tape D wound there on, the sleeve 4 may be fixed to the strut 4 by means of bolts passed therethrough and fastened by nuts.

Please amend a full paragraph bridged between pages 9-10, as follows:

As shown in Fig. 5, a handle bracket 6c composed of diamond-shaped aluminum plates is fixed to the strut 4 in such a manner as to sandwich a lower portion of the strut 4 at a position suitable for operation of a user. Front and rear handles 6a, 6b are hinged to the opposite ends of handle bracket 6c by means of bolts 6h, 6i. Stopper bolts 6d, 6e are fastened to upper front and rear portions of the handle bracket 6c to restrict downward movement of the handles 6a, 6b by abutment with them when they are folded downwardly and to permit upward movement of the handles 6a, 6b when they are folded upwardly. Thus, the handles 6a, 6b each are retained at a lateral position perpendicular to the strut 4 and at a position folded upwardly along the strut 4. Left and right tension ropes 13a, 13b are fastened at their one ends to holes 6f, 6g of handle bracket 6c and at their other ends to the lugs 3e, 3f of spurs 3a, 3b. The tension ropes 13a, 13b cooperate with the upper tension rope 13c to stabilize and reinforce the sailing device in construction. A tail rope 19 is fastened at its one end to the distal end of rear handle 6b and at its other end to an end-piece 25 fixedly coupled with the aft end of backbone 1 to prevent the backbone 1 of sail portion A from bending caused by wind. The tail rope 19 may be fastened at its one end to a lower portion of strut 4.

Please amend a full paragraph bridged between pages 10-11, as follows:

An unfolding rope 15 connected at its one end to the lug 2a of slider 2 is extended to an intermediate portion of strut 4 through a first guide pulley 14a mounted to a side face of the head block 14. The other end of unfolding rope 15 is extended downward through one of cylindrical rope guides 4c attached to the opposite sides of strut 4. A red ball 16 is connected to the other end of unfolding rope 15, and a rubber string 21 is connected to the red ball 16. The rubber string 21 is inserted into the strut 4 through an opening 13 formed in the lower portion of strut 4, extended out of the upper end of strut 4 and connected at its other end to the head block 14. The rubber string 21 is stretched with initial tension to lightly pull the red ball 16 downward. This serves to prevent the unfolding rope 15 from being caught in another when the sail portion A has been unfolded and to prevent the red ball 16 from being lost in sight. To prevent removal of the unfolding rope 15 in use of the sailing device, the first guide pulley 14a is enclosed with a cover 14b of sheet metal mounted to a side portion of the head block 14. The cover 14b may be replaced with a block of elastic ?????? material positioned for slight engagement with the outer periphery of guide pulley 14a. In the case that the lower end portion of unfolding string 15 in an extent is formed of fiber reinforced plastic of appropriate bending stiffness and that a joint portion of the unfolding string 15 with the fiber reinforced plastic is placed without extending downward from the rope guide 4c in an unfolded condition of the sail portion, it is able to prevent the unfolding string from being caught in another and to prevent the red ball 16 from being lost in sight. A release rope 17 is connected at its one end to the stopper hook 9b and extended downward through another rope guide 4c. A blue ball 18 is connected to the other end of release rope 17. The red and blue balls 16 and 18 may be provided in the form of a different color and shape if they are conspicuous and easy to grip.

Please amend a full paragraph bridged between pages 12-13, as follows:

The sailing device is preserved in a closed condition. When it is desired to use the sailing device, the user fastens the belt 30 of adaptor B, inserts the lower end joint ball 10 of strut 4 into the socket 30b of adaptor B, holds the handles 6a, 6b to retain the strut 4 in an approximately vertical position, and pulls down the unfolding rope 15 with the red ball 16 in a condition where the strut 4 is located at a windward side. With such operation, the slider 2 is pulled toward the stopper 9 at the fore portion of backbone 1, and the spars 3a, 3b and strut 4 are unfolded against the strut 4 by means of the three rods 5a, 5b, 5c in connection with the slider 2. When the slider 2 is engaged with the stopper 9, the stopper hook 9b is brought into engagement with the flange 2d of slider 2 to retain the spars 3a, 3b and strut 4 in the unfolded condition. In such a condition, the upper tension rope 13c connected to the intermediate portions of spurs 3a and 3b and the left and right tension ropes 13a, 13b connected to each intermediate portion of spars 3a, 3b and the handle bracket 6c are stretched in a triangular arrangement without any loose to firmly retain the spars 3a, 3b and strut 4 in their unfolded positions relative to the backbone 1. Thus, the left and right wing sections of sail portion A are retained at a predetermined ~~camber~~ dihedral angle.

Please amend page 15, second full paragraph, as follows:

In use of the sailing device on a boat, the angle of backbone 1 relative to the strut 4 is adjusted to 45° – 75° (desirably, 60°), and each ~~camber~~ dihedral angle of left and right wings

of sail portion A is adjusted to 15° - 35° (desirably, 23°). With such adjustment of the angles, even when received an adverse wind obliquely from the front, it is able to sail the boat with the sail portion A the aft end of which is obliquely directed on the bow of the boat.